

HAER
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ROCK ISLAND RAILROAD, I&M CANAL BRIDGE
(Rock Island Railroad, Morris Spur I&M Canal Bridge)
I&M Canal National Heritage Corridor
Crossing I&M Canal, East of Calhoun Street
Morris
Grundy County
Illinois

HAER No. IL-81

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD
ROCK ISLAND RAILROAD, I&M CANAL BRIDGE
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Location: Crossing the I & M Canal, east of
Calhoun Street
Morris, Grundy County, Illinois

UTM: 16 E.379700 N.4579040
Quad: Morris

Date of construction: ca. 1905

Builder: Carnegie Steel Company

Present Owner: State of Illinois

Significance: The Morris spur bridge, which served
several Morris industries, is the only
surviving example in the Heritage
Corridor of a triple-intersection,
Warren through truss bridge.

Project Information: The Illinois and Michigan Canal was
designated a National Heritage Corridor
in 1984. The following year HABS/HAER
embarked on an extensive inventory and
documentation project of the 100 mile-
long corridor. Field work for this
project was concluded in 1988. Final
editing of the documentation was
completed in 1992.

Historians: David Kelliher, Timothy Whittaker, and
Gray Fitzsimons, 1986.

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This steel truss bridge carried a Chicago, Rock Island & Pacific Railroad spur across the I & M Canal east of Calhoun Street. The spur served such Morris industries as the Morris Paper Company Mills, the Woelfel Tannery Company, and the Coleman Hardware Company. The triple intersection Warren through truss bridge is the only surviving example of this bridge type in the Heritage Corridor. The Carnegie Steel Company supplied the steel for the bridge. Nearly one mile east of this span, an identical bridge across the I & M Canal carried a Rock Island spur to the plant of the Morris Paper Mill Company. The Rock Island spur was recently torn down.

This single span, triple-intersection, Warren through truss bridge measures approximately 130' in length and carried a single track. The bridge has riveted gusset plate connections. Lower chords are fabricated with steel angles; upper chords are fabricated with steel angles and plates. The floor beams are steel riveted angles and plates. The bridge has recent wood pedestrian decking with 6" x 2" diagonal planking. The truss is supported at either end by timber pile bents which are located on either side of the canal.

SOURCES:

Sanborn Map Co., Morris, Illinois (New York: The Sanborn Map Co., 1894, 1907, and 1927).

State of Illinois, Division of Waterways, Photographic Survey of Illinois & Michigan Canal, 1959 and 1967 (available at I&M Canal State Park Archives, Morris, Illinois).